

## CURIOUS, TO SAY THE LEAST!

The *Southern California Practitioner*, in its issue for February, 1916, for some reason or other, prints a few things that are more or less direct slams at the State Society; more of them later. It also prints on the front cover the following announcement, in large type:

"Our advertisers are worthy of your support, and if you do not patronize them, you are not rendering the best service to your patients."

Here are some of the advertisements that are said, by that powerful aid and guide to the medical profession, the *Southern California Practitioner*, to be worthy of your support and without using which you are not practicing medicine properly:

Gray's glycerine tonic; Angier's emulsion; Antiphlogistine; Glycophymoline; Sal hepatica; Ergoapiol; Kutnow's powder; Hayden's viburnum compound; Hagee's ext. ol. morrhuae comp.; for information in regard to these "worthy" remedies, see their exposes in various issues of the *Journal A. M. A.*

And the same journal that recommends these proprietary medicines that have been shown up by the Council on Pharmacy and Chemistry, has the nerve to (1) ask for life subscriptions to itself for the purpose of paying for the defense of a suit brought by the government against it because it published a wholly nasty and uncalled for article; (2) slams the medical defense of the State Society and suggests that it be done away with—which, incidentally, would be profitable for the State Society; (3) slams the State Society for trying to make a fair agreement and come to a friendly understanding with the insurance companies doing industrial accident work; for trying to do just what the American Medical Association is now trying to do, come into friendly relations with those who are active in putting forth new legislation that is rapidly approaching State medicine, rather than to oppose, most hopelessly, the movement and so make more trouble.

Truly, when all is considered, the *Southern California Practitioner* is a good and holy guide to have—if you feel crooked tendencies—and from its contents it is fair to presume that any one of its statements is as true as any other. Look up some of the frauds advertised.

## AUTOMOBOLISTS ATTENTION!

## TO FRESNO BY AUTOMOBILE.

The Touring Bureau of the California State Automobile Association has furnished the following information which will undoubtedly be of great assistance to those contemplating such a trip:

Transbay motorists will of course follow the State Highway from Oakland. Those crossing from San Francisco will take the Creek route ferry, landing at the foot of Broadway in Oakland. Proceed out Broadway to Twelfth street, turn right on Twelfth and continue to Thirteenth avenue; turn left on Thirteenth avenue and continue one block to East Fourteenth street; continue out East Fourteenth street to Twenty-third avenue; turn left on to Twenty-third avenue and continue to Foothill Boulevard; turn right on to Foothill Boulevard and continue to just in the edge of the town of Hayward. This stretch is all macadam road. Turn left at sign "To Dublin," and continue over the Dublin Boulevard to Santa Rita, 12.5 miles of excellent paved State Highway. The main road between Santa Rita and Livermore is under highway construction, necessitating a detour via Pleasanton. Turn right at Santa Rita, and continue over a splendid gravel road to Pleasanton, thence to Livermore.

Leaving Livermore via State Highway our party will proceed through the Altamont Pass, which is a winding road passing between rolling hills and with no grades to exceed 5%. This portion of the route is all paved with the exception of a short stretch which has been graded for the State Highway, and in good condition. From the pass the route lies through level, green fields to Tracy, Banta and to the junction of the roads at the Mossdale school, where the right hand fork is taken to Manteca, thence south over smooth State Highway through Ripon, Salida to Modesto. The distance between San Francisco and Modesto is 85.1 miles. Proceeding south from Modesto our party will bowl along over roads as smooth as a table, through the towns of Ceres, Keyes, Turlock, Livingston, Atwater, to Merced, a distance of 38.5 miles from Modesto; thence continuing south through Athlone, Minturn, Chowchilla, Califa, Berenda, Madera, Herndon to Fresno, a distance of 176 miles from Oakland.

Parties motoring from those sections around Salinas will proceed to San Juan or Gilroy, thence over the Pacheco Pass road to Madera. This route is as follows: East from Gilroy over Pacheco Pass with grades from 10% to 14% to Los Banos, a distance of 50.7 miles, thence southeasterly to South Dos Palos taking new road to Firebaugh, thence to Madera, where State Highway is encountered and balance of trip as above. The entire stretch from Gilroy is a dirt road but in fair condition.

Those making the trip from Southern California will have equally as good roads and just as beautiful scenery.

This route is as follows:

Leaving Los Angeles from the Automobile Club at 1344 South Figueroa street go north on Figueroa street to Second street, turn left at this point and go two blocks to Beaudry avenue. Turning to the right here continue to Sunset Boulevard, thence follow same to Hollywood, all paved. Arriving at Cahuenga avenue, in Hollywood, follow signs over Cahuenga Pass. Arriving at the foot of the Pass on the northern side, take the right hand road at the junction of the Lankershim, San Fernando and Ventura State Highway and follow through Lankershim to the San Fernando Boulevard, thence through San Fernando, Newhall and Saugus. Swinging left around the garage just at the northern end of Saugus, a small detour is necessary, thence back to pavement and continue  $2\frac{1}{2}$  miles, then it is necessary to follow temporary signs through Castiac Station to the Castiac Creek where pontoon bridge will be found over the creek. This bridge should be taken very slowly. Continuing along the Castiac Valley to the entrance of the Ridge Route over fair dirt road. No grades over 8% will be encountered on the Ridge road. Extreme care should be used at all turns as it is impossible to see a car coming from another direction. Arriving at the northern end of the Ridge Route, some 71 miles from Los Angeles, pavement is encountered and will be followed past Crane Lake and Bailey's Ranch to the Kern County Line. From here on excellent dirt road is encountered over Tejon and Grape Vine Grades to the foot of Grape Vine Grade on the northern side. Here our party again finds pavement at Bakersfield, some 32.5 miles. North of Bakersfield, pavement is had through Famosa and Delano to the Tulare County Line, thence over good dirt road through Tipton, Tulare to Visalia and Goshen. State Highway is now completed from Goshen to Fresno.